



SFMTA

Municipal
Transportation
Agency

Regional Measure 3

May 16, 2017

SFMTA Board of Directors

Regional Measure 3

Prior Regional Measures

Regional Measure 1, 1988

Regional Measure 2, 2004

Regional Measure 3

Considering a \$1, \$2 and \$3 bridge toll increase for the Bay Area's 7 toll bridges.



When?

TBD, likely 2018 Primary or General Election

What Types of Projects?

Projects that provide benefits to the toll bridge corridors

Current Bridge Tolls

FACILITY	STANDARD TOLL	CARPOOL TOLL
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$6.50 / \$7.50 FasTrak / Plate	\$4.50
Port Authority of York/New Jersey (Bridges & Tunnels)	\$10.50 / \$12.50 / \$15.00 Off-Peak / Peak / Cash	\$6.50

Regional Measure 3

How will RM3 take shape?

- SB 595 introduced in April (toll amount, vote timing, and expenditure plan TBD)
- State level with Bay Area delegation
- Legislators seeking input from stakeholders on priority projects and amounts
- MTC-led technical process working with CMAs, transit operators, and other stakeholders

Estimated Toll Increase Revenue Comparison
(MTC, April 2017)

TOLL SURCHARGE AMOUNT	ANNUAL REVENUE	CAPITAL FUNDING (25-YEAR)
\$1	\$127M	\$1.7B
\$2	\$254M	\$3.3B
\$3	\$381M	\$5.0B

Estimated Toll Increase Trade-offs (MTC, April 2017)

SHARE OF FUNDS FOR OPERATIONS (\$3 TOLL)	ANNUAL OPERATING BUDGET	TOTAL CAPITAL BUDGET
0%	-	\$5.0B
5%	\$19M	\$4.7B
10%	\$37M	\$4.5B
15%	\$56M	\$4.2B
20%	\$75M	\$4.0B

RM3 Principles

MTC's DRAFT RM3 PRINCIPLES

Bridge Nexus	Ensure all projects benefit toll payers in the vicinity of the San Bay Area's seven state-owned toll bridges
Regional Prosperity	Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors
Sustainability	Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy
State of Good Repair	Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors
Demand Management	Utilize technology and pricing to optimize roadway capacity
Freight	Improve the mobility, safety and environmental impact of freight
Resiliency	Invest in resilient bridges and approaches, including addressing sea level rise

SF PROPOSED ADDITIONAL RM3 PRINCIPLES

Equity	Ensure investment in projects that improve the affordability of and to, alternative travel options to single-occupancy vehicles in the corridors, particularly for low-income residents of the Bay Area.
Multimodal	Invest in multiple modes to provide alternative travel options in the corridors, including bus, rail, ferry, bicycle and pedestrian projects.

DRAFT SF RM3 Candidate Projects

projects listed in alphabetical order by category; list is not prioritized

Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask	
Transit Core Capacity					
<i>amounts in millions of \$'s</i>					
a	BART Core Capacity/Metro Projects	Includes Bay Area Core Capacity Transit Study (CCTS) and operational projects.	TBD per CCTS	TBD per CCTS	TBD per CCTS
b	BART Expansion Vehicles	New vehicles will support increased service in the core of the BART system. [NOTE: funding gap includes \$300 M each from San Francisco, Contra Costa, and San Francisco counties and \$100M from MTC.]	\$1,300	\$1,000	\$200
c	Core Capacity & Transit Reliability (SFMTA)	Includes projects recommended from the CCTS.	\$1,300	\$1,000	\$600
d	Mission Bay Ferry Landing (Port of SF)	Establishes new ferry terminal to directly connect Mission Bay and Central Waterfront SF neighborhoods to the East Bay via transbay corridor.	\$43	\$25	\$25
e	Muni Fleet Expansion and Facilities (SFMTA)	A recommendation from the CCTS, includes light rail vehicles and buses to better meet current and future ridership, and facilities improvements to support the current and future fleet.	\$944	\$799	\$350
f	Transbay Transit Center Operations	Covers the funding gap needed to support operations and maintenance of the new Transbay Transit Center.	TBD per TJPA	TBD per TJPA	\$125
g	Transbay Transit Center Phase 2: Caltrain Downtown Extension	Caltrain/HSR subway connection from south of 4th/King to the Transbay Transit Center [\$300 M RM3 commitment in Plan Bay Area]	\$3,935	\$2,653 - \$2,823	\$500
h	2nd Transbay Tube	Study and conceptual engineering funds for a 2nd transbay tube as discussed in the CCTS.	TBD per CCTS	TBD per CCTS	TBD per CCTS



DRAFT SF RM3 Candidate Projects

projects listed in alphabetical order by category; list is not prioritized

Project	Description	Total Project Cost	Funding Gap	SF RM3 Ask	
Active Congestion Management					
<i>amounts in millions of \$'s</i>					
i	San Francisco Managed Lanes (SFCTA)	Converts lanes on US-101 and I-280 in San Francisco to express lanes to support faster and more reliable transit and rideshare options from I-280 (King St.) to San Mateo county.	\$62	\$61	\$30
j	Treasure Island Mobility Management Program (SFCTA)	Funds would cover start-up costs for the Treasure Island Mobility Management Program, including procuring a new alternative-fuel ferry and advancing ferry service from downtown SF to Treasure Island by 3 years. [NOTE: project cost represents partial start-up costs only]	\$32	\$32	\$32
k	Transportation Demand Management Program (MTC)	A regional Transportation Demand Management Program could provide funding to innovative incentive programs such as BART Perks, and to smart/innovative technology projects such as technology-enabled corridor management strategies, to help reduce congestion in the core.	TBD	TBD	TBD
Equity					
l	BART Modernization (Embarcadero to Civic Center)	Includes additional elevators and associated wayfinding, improving accessibility to BART at the Embarcadero to Civic Center stations in San Francisco.	TBD per BART	TBD per BART	\$32
m	Bicycle/Pedestrian Facilities Program (MTC)	A regional bicycle/pedestrian program could provide funding for projects that improve access to the bridge corridors and to transit serving those corridors.	TBD	TBD	TBD
n	Lifeline Transportation Program (MTC)	A regional program that could provide funding for late night transportation services, fare studies, and accessibility and mobility programs in the bridge corridors.	TBD	TBD	TBD
o	Muni Metro Modernization (SFMTA)	Improves existing stations to address much-needed state of good repair investments, including safety and accessibility improvements, including but not limited to escalators, elevators, and wayfinding.	\$175	\$175	\$75

Totals: \$5,745 - \$5,915 \$1,102

% of RM3 Capital Program for \$3 toll level: 22%



Next Steps

- SFCTA Commission and SFMTA Board adopt principles, SF project list and amounts for advocacy
- Work with Mayor's Office, SFCTA, MTC and other partners on State delegation engagement
- MTC adopts Bay Area project list (advisory)
- State legislature authorizes measure to go on ballot, including toll increase amount, vote timing, and regional expenditure plan
- Voter approval (2018 Primary or General election)

Thank You

Monique Webster
Senior Manager, Capital Finance



SFMTA
Municipal
Transportation
Agency